



This is a digital copy of a book that was preserved for generations on library shelves before it was carefully scanned by Google as part of a project to make the world's books discoverable online.

It has survived long enough for the copyright to expire and the book to enter the public domain. A public domain book is one that was never subject to copyright or whose legal copyright term has expired. Whether a book is in the public domain may vary country to country. Public domain books are our gateways to the past, representing a wealth of history, culture and knowledge that's often difficult to discover.

Marks, notations and other marginalia present in the original volume will appear in this file - a reminder of this book's long journey from the publisher to a library and finally to you.

### Usage guidelines

Google is proud to partner with libraries to digitize public domain materials and make them widely accessible. Public domain books belong to the public and we are merely their custodians. Nevertheless, this work is expensive, so in order to keep providing this resource, we have taken steps to prevent abuse by commercial parties, including placing technical restrictions on automated querying.

We also ask that you:

- + *Make non-commercial use of the files* We designed Google Book Search for use by individuals, and we request that you use these files for personal, non-commercial purposes.
- + *Refrain from automated querying* Do not send automated queries of any sort to Google's system: If you are conducting research on machine translation, optical character recognition or other areas where access to a large amount of text is helpful, please contact us. We encourage the use of public domain materials for these purposes and may be able to help.
- + *Maintain attribution* The Google "watermark" you see on each file is essential for informing people about this project and helping them find additional materials through Google Book Search. Please do not remove it.
- + *Keep it legal* Whatever your use, remember that you are responsible for ensuring that what you are doing is legal. Do not assume that just because we believe a book is in the public domain for users in the United States, that the work is also in the public domain for users in other countries. Whether a book is still in copyright varies from country to country, and we can't offer guidance on whether any specific use of any specific book is allowed. Please do not assume that a book's appearance in Google Book Search means it can be used in any manner anywhere in the world. Copyright infringement liability can be quite severe.

### About Google Book Search

Google's mission is to organize the world's information and to make it universally accessible and useful. Google Book Search helps readers discover the world's books while helping authors and publishers reach new audiences. You can search through the full text of this book on the web at <http://books.google.com/>

TRANSPORTATION  
LIBRARY

HE  
2908  
.G74

A 756,051

- Grahame, Leopold
- Argentine Railways; a review
- 1916.



TRANSPORTATION  
LIBRARY

HE

2908

.G74

# ARGENTINE RAILWAYS

---

A Review of Their  
Position, Conditions  
and Prospects

UNIVERSITY OF  
*University of  
Michigan  
Library*

1877

MADE IN U.S.A.





Great Southern Terminal Depot. Buenos Aires.



# **ARGENTINE RAILWAYS**

---

**Their Position, Conditions and Prospects**



Trans. Library

HE

2908

.G74

Copyright, 1916,  
By RENSKORF, LYON & CO.

*Transport.*

## FOREWORD

The growing interest in Argentine Railways and the constantly increasing number of enquiries directed to us for information relating to the British Companies which operate the leading roads in the Argentine Republic, have induced us, as pioneers in this market, to present to our clients and to the investing public, the succeeding review of their situation, specially written for us by Mr. Leopold Grahame.

In the formulation of his interesting and straightforward statement of facts, Mr. Grahame has treated his subject from the standpoint of the lay investor, in preference to submitting a mass of statistical and technical matter, calculated to impede, rather than to assist, the formation of a correct estimate of the value of these securities as investments.

All the figures quoted have been obtained from official sources, while the statements made and the conclusions drawn, derive added weight and authority from the fact that the author was the Founder and first Editor of "The Argentine Year Book" and, for many years, Editor and Proprietor of the "Buenos Aires Herald," during which period he had an intimate personal knowledge of the various Companies and of their directing authorities both in Argentina and in London.

RENSKORF, LYON & CO.

New York, April, 1916.





# ARGENTINE RAILWAYS

---

In the following review of the conditions and prospects of Argentine Railroads, the writer has thought it more practical to present the main features of the situation and the results of his personal observations, based on an intimate knowledge—extending over a number of years—of the working of the various companies and of those who were responsible for their conduct, in such a form as to convey, at a glance, the actual position and possibilities of these undertakings, rather than to deal with engineering problems, equipment, and other matters of a technical character, necessitating a close study of intricate detail.

For the fulfilment of this purpose, attention has been principally directed to the general progress, the physical characteristics and legislation of the country, to the remarkable development of railroad enterprise within its territories, to the general conditions under which the companies operate and to their relations with the government and people of the Republic.

## THE ATTRACTION OF FOREIGN CAPITAL

If the growth of foreign investment affords any indication of a country's general progress, there can be little doubt as to the notable advance of the Argentine Republic. At the present time, the investment of foreign capital in Argentina exceeds \$3,000,000,000, of which more than two-thirds is British, the remainder being in the hands of German, French, Belgian, Dutch and other nationalities, in the order named, and distributed, excluding Government loans

and other issues, in such channels as Railways, Banks, Ports, Street-car lines, Refrigerating Plants, Gas and Electric Companies, Land and Miscellaneous Companies, Mortgages, Real Estate, Commerce and Credit. Foreign investment in the Republic has assumed greater proportions during the past twenty years than in the entire former period since its formation. As one example of importance, it may be stated that the total capital invested in private and State-owned Railways in the year 1895, amounted to \$485,360,121, while in 1915, the capital employed in Argentine Railways reached upwards of \$1,300,000,000, of which more than half is held in the United Kingdom. In 1895, the total foreign capital invested in the country, including, at that time, about \$400,000,000 of External National Debt, barely exceeded \$1,000,000,000, by comparison with more than three times that amount to-day; yet, this marked expression of the confidence of investors abroad in the soundness of Argentine investments is not entirely due to the magnitude of the national resources and to the opportunities presented for a handsome return upon capital invested in the country's undertakings.

## THE PROTECTION OF FOREIGN INTERESTS

This foreign investment growth may be attributed in an almost equal degree to the honesty of the Argentine Nation and to the liberality and care bestowed upon the protection of foreign capital in that country.

In confirmation of this statement, reference may be made to the fact that so far back as twenty years ago when the Republic had not attained anything like its present standing among the nations of the world, the National Government assumed full responsibility for the loans issued abroad, amounting to hundreds of millions of dollars, by some of the Argentine Provinces then in default. The appreciation by the foreign bankers and bondholders of this generous



Front of Central Argentine Railway's New Terminus in Buenos Aires. (Inaugurated by the President of the Republic, August 2nd, 1915.)



Interior of Train Shed. Central Argentine Depot.

and honorable act was expressed by the presentation to the Argentine Government of an immense silver statue appropriately designed and inscribed; and that statue now stands out prominently in the centre of the inner chamber of the Ministry of Finance in token of the high standard of Argentine credit.

Even during the periods of depression inflicted upon the country as a result of the earlier disturbed political conditions, the discharge of the Argentine Public Foreign Debt was always scrupulously fulfilled and only interrupted, on one occasion, by a *moratorium*, continued over a short period, owing to a then pending reorganization of national finances. On the other hand, notwithstanding the wide variety of the sources and the enormous proportions of the foreign capital invested in the Republic, there has never been any occasion for a resort to serious diplomatic intervention in any dispute which may have arisen between the foreign undertakings and the Government Authorities.

## THE UNITED STATES AND ARGENTINA

With the gradually expanding knowledge of these and other general conditions and the entry of the United States into the field of international finance, the attention of American investors has naturally been attracted towards those great countries of the southern division of the continent—and particularly to the Argentine Republic—whose commercial and financial relations with this country have developed so remarkably since the outbreak of war in Europe.

Seven years ago, some of the leading banking houses of New York City, which had taken a direct participation to the extent of \$10,000,000 in a \$50,000,000 Argentine Government issue, failed completely in the effort to create a market here for the bonds, notwithstanding the generous return they yielded on the quoted price and the satisfactory guarantees behind them. Yet, within the past two years, new



issues of Argentine Government securities, aggregating upwards of ninety million dollars, have been effected by the same and other groups in this country, in some cases on less favorable terms, with a degree of success never before reached in the flotation of foreign government securities in the United States. In one recent case of an Argentine Government loan of \$50,000,000, issued simultaneously in London and New York, in equal divisions of \$25,000,000, there was not only an immediate absorption by the public of the bonds allotted to the American bankers, but a large portion of the London issue was also readily taken by American investors.

At the present time, there are daily transactions on a considerable scale in Argentine national securities of different denominations, both in New York and other American cities; and, among the bonds most actively dealt in, are those which could not be sold here seven years ago, at a lower figure, when they were sent to London, whence they have now been re-shipped to this country. This interest has also been extended to Argentine Railway Stocks, in which the number of operations is daily increasing.

## FACTORS IN RAILROAD DEVELOPMENT

The primary considerations to be taken into account in viewing the prospects of railroads in all countries are those of extent of area, productive capacity of the country, population, transport facilities and past history of the companies. In all these factors, Argentine Railroads, as will be shown, present a record of solid progress and a prospective improvement unexcelled in any other country of the world.

The agricultural area under cultivation at the end of 1915 shows an increase of six hundred per cent over the figures of 1895; and, as in each year cultivation is spread over a considerably enlarged area, provision is thus not only made against the contingencies arising out of unfavorable

---

meteorological and other conditions calculated to prejudicially affect crops, but the value and amount of Argentine production are thereby invariably increased in each succeeding season.

The total area of the Republic exceeds 1,150,000 square miles, or, approximately, one-third of the continental United States. Of the whole of this immense stretch of soil, more than one-third consists of arable land whereof less than one-fifth has been placed under cultivation. These agricultural areas are, moreover, favored by a combination of impulsive forces which place Argentina, in this respect, in a position of superiority over other agricultural centres. In normal times, it is enabled to place its products on the markets of the world at prices almost beyond competition, owing largely to its geographical situation, maritime facilities, favorable climatic conditions, the relatively low price of land, to the fact that labor is cheaper than in the United States, Canada, Australia and other agricultural countries; to the limited mileage of railways over which its products have to be carried; and to the important condition that the ratio of working expenses of Argentine Railroads hardly ever exceeds sixty per cent, *which is considerably lower than the average operating cost prevailing in the United States* and many other countries.

## SOME PHYSICAL FEATURES

Geographically, the Argentine Republic may be divided into four regions: (1) the Pampa, embracing the Province of Buenos Aires and the richest producing districts of the country; (2) the Great Chaco which includes all the northern parts with tropical climate; (3) the Andine region which extends from the frontier on the southern borders of Bolivia to the frontier of Chile; and (4) the Patagonian region, extending from the River Colorado to Cape Horn.

The real Argentina, however, is the Pampa. It is this



**Great Southern Terminal Depot. Buenos Aires.**



# **ARGENTINE RAILWAYS**

---

**Their Position, Conditions and Prospects**

Transposition  
Library

HE  
2908  
.G74

Copyright, 1916,  
By RENSKORF, LYON & CO.

  
*transport.*

## FOREWORD

The growing interest in Argentine Railways and the constantly increasing number of enquiries directed to us for information relating to the British Companies which operate the leading roads in the Argentine Republic, have induced us, as pioneers in this market, to present to our clients and to the investing public, the succeeding review of their situation, specially written for us by Mr. Leopold Grahame.

In the formulation of his interesting and straightforward statement of facts, Mr. Grahame has treated his subject from the standpoint of the lay investor, in preference to submitting a mass of statistical and technical matter, calculated to impede, rather than to assist, the formation of a correct estimate of the value of these securities as investments.

All the figures quoted have been obtained from official sources, while the statements made and the conclusions drawn, derive added weight and authority from the fact that the author was the Founder and first Editor of "The Argentine Year Book" and, for many years, Editor and Proprietor of the "Buenos Aires Herald," during which period he had an intimate personal knowledge of the various Companies and of their directing authorities both in Argentina and in London.

RENSKORF, LYON & CO,

New York, April, 1916.

the value of \$211,123,168 represent an increase of \$64,689,058 over 1914, but it is stated that this difference is chiefly due to the increased valuations given to meat in 1915, which naturally find reflection in the by-products.

## OTHER FAVORABLE ELEMENTS

From the statements set forth regarding the physical features and other conditions necessary to the successful development of railroads it will not be difficult to gather that the Argentine Companies are specially favored; but there are other elements to be taken into consideration by prospective investors in foreign railroad securities.

Chief among these are the relations of the Companies with the Government of the country and the nature of the legislation to which they are subject. With the development of the national resources in a degree proportionate to the extension of railroads, there has been a constantly growing encouragement on the part of the Argentine Government and Congress, of the great enterprises which have contributed so substantially to the phenomenal progress of the Republic. While the authorities have carefully guarded the public interests, they have, in latter years, provided liberal laws and regulations for the further promotion and extension of the roads in the productive regions of the country.

Until ten or twelve years back, one of the heaviest burdens and deepest sources of irritation to the companies, was the onerous and differently applied taxation imposed upon them not only by the State, but by the Provinces through which they ran and by the municipalities within those Provinces.

The agitation which resulted from these conflicting forms of taxation led to the passage of a law, framed and submitted by the late Deputy Mitré, entitled the Mitré Law,

# ARGENTINE RAILWAYS

---

In the following review of the conditions and prospects of Argentine Railroads, the writer has thought it more practical to present the main features of the situation and the results of his personal observations, based on an intimate knowledge—extending over a number of years—of the working of the various companies and of those who were responsible for their conduct, in such a form as to convey, at a glance, the actual position and possibilities of these undertakings, rather than to deal with engineering problems, equipment, and other matters of a technical character, necessitating a close study of intricate detail.

For the fulfilment of this purpose, attention has been principally directed to the general progress, the physical characteristics and legislation of the country, to the remarkable development of railroad enterprise within its territories, to the general conditions under which the companies operate and to their relations with the government and people of the Republic.

## THE ATTRACTION OF FOREIGN CAPITAL

If the growth of foreign investment affords any indication of a country's general progress, there can be little doubt as to the notable advance of the Argentine Republic. At the present time, the investment of foreign capital in Argentina exceeds \$3,000,000,000, of which more than two-thirds is British, the remainder being in the hands of German, French, Belgian, Dutch and other nationalities, in the order named, and distributed, excluding Government loans



financial control, beyond that connected with the management of the roads, in the case of the British Companies operating Argentine Railways, as the stock of those companies is held by hundreds of thousands of small investors, principally in Great Britain, no large blocks which might be used for the purpose of Stock Exchange manipulation, being in the hands of any individual or group. The Boards of Directors of the Argentine Railway Companies consist entirely of tried officials of one or more of the concerns and of gentlemen who, for many years, have held permanent interests in the various undertakings.

The present Chairman of the Buenos Aires Great Southern, is Mr. David Simson, an eminent engineer, who was for some years the general manager of the Buenos Aires Western. Another Director, Mr. J. Percy Clarke, was general manager of the Great Southern; and the other Directors, including the Local Committee in Buenos Aires, have been associated with the Company for practically a generation.

The Chairman of the Board of Directors of the Buenos Aires Western, Sir Henry Bell, is also a Director of the Great Southern and has as his colleagues a body of gentlemen who have mostly been interested in Argentine Railway enterprise for the last twenty years.

The same conditions apply to the Midland Railway Company which has a working agreement with the Great Southern and Western Companies. The chairman of this Company, Mr. Frank Henderson, was formerly General Manager of the Great Southern and is a brother to Lord Farrington, formerly Sir Alexander Henderson, the senior partner in the financial house of Greenwood & Co., and the principal figure in what is known as the River Plate House group. Another Director of the Great Southern is Mr. H. C. Allen, who, for over a quarter of a century, was the Secretary of all the affiliated companies. The Directorate of the Central Argentine is similarly composed. Its Chairman, Sir Joseph White Todd, is a veteran in

Argentine Railway circles, as are also the other Directors, Mr. Theobald and Mr. C. P. Ogilvie, both of whom were connected with the Ensenada Company; Mr. Darbyshire, an old Director of the Entre Rios; Colonel Murray; and Sir Archibald Williamson, of Balfour, Williamson & Co.

The Chairman of the Pacific and its associated lines is Lord St. Davids who, as Mr. J. W. Philipps, M. P., has been the controlling factor in these concerns, practically, from their inception, his colleagues of the Boards having also been connected with them during the greater part of the period referred to.

These Directors do not engage in any form of speculation in the stock of the Companies, but devote their services exclusively to the welfare of the undertakings. The conditions are similar in the other English Companies such as the Córdoba Central and the Entre Rios, Mr. Follett Holt, the Chairman of the Board of Directors of the one and a member of the Board of the other, having been for several years the General Manager, in Argentina, of the Entre Rios Railways. Some of the Railroads in Brazil and Uruguay are also directed by this group.

## SUMMARY OF OPERATIONS

Before dealing with the individual positions of the various companies, it will be of general interest, as showing the progress of Argentine Railway enterprise, to present a summarized statement of the total mileage, capital, earnings, number of passengers carried and quantity of cargo transported during the first and last years of the decade embracing the period 1904-1913; and although the comparative results here given relate principally to the particular period under review, they may be regarded as a reflex of the general situation of nearly all of the companies from the early days of their operations. In almost every

important direction there has also been a yearly record of progress. The following are the figures:—

Total Mileage, 1904 .....	12,400 miles
Total Mileage, 1913.....	20,108 miles
Total Capital, 1904.....	\$588,108,883
Total Capital, 1913.....	\$1,128,586,131
Total Earnings, 1904.....	\$29,342,085
Total Earnings, 1913.....	\$52,057,006
Number of Passengers carried, 1904....	23,312,987
Number of Passengers carried, 1913....	81,242,468
Cargo Transported, 1904.....	20,123,575 tons
Cargo Transported, 1913.....	41,477,911 tons

## THE BUENOS AYRES GREAT SOUTHERN

---

This Company, which operates a length of line of nearly four thousand miles and has a total capital of, approximately, \$265,000,000, owns a number of lines consisting of main ways and branches embracing the largest producing centres in the Province of Buenos Aires (The Queen Province) which control the important traffic of the south coast and the Ports of Buenos Aires, La Plata, Mar del Plata and Necochea. They also serve part of the Territories of the Pampa, Rio Negro and Neuquen; and the Company works its own line of steamers for the transport of coal through the various ports situated within its zone of operations. Tariffs, as in all other cases, are fixed on a gold basis, the Government having the right to intervene in their regulation whenever the net profits exceed ten per cent per annum. This Company has upwards of 100,000 stockholders registered on its books. The comparative results of the Company's operations for the respective years 1904 and 1913 are as follow:—

Capital, 1904.....	\$136,345,967
Capital, 1913.....	\$234,935,591
Mileage, 1904.....	2,500 miles
Mileage, 1913.....	3,664 miles
Earnings, 1904.....	\$7,259,976
Earnings, 1913.....	\$18,421,394
Dividend, Ordinary Stock, 1904.....	6 per cent
Dividend, Ordinary Stock, 1913.....	7 per cent

According to the Annual Report, for the year ending June 30th, 1915, it would appear that exceptional circumstances combined to produce a diminution of nearly fourteen per cent in the net receipts of 1914-1915, as compared with 1913-1914, the latter year having also shown extremely unfavorable results by comparison with corresponding periods of previous dates.

The drop in traffic receipts was common to both passengers and goods, reaching 14 per cent in the former and 11 per cent in the latter. These conditions are entirely abnormal and owe their existence to the fact that the previous financial year opened under the deepest of trade depressions and was followed by the outbreak of war. As to the prospects of the future, the position of the Company is reflected in the fact that its lines serve regions specially adapted to the production of grain, cattle and wool, which must ever remain of primary necessity everywhere.

During the latter part of 1914, and for the first three months of 1915, the Company's operations were seriously impeded by the effects of heavy floods in the valley of the Rio Colorado, but these difficulties have now been entirely overcome. Since 1913, the dividend of 7 per cent, which was also paid in previous years, became reduced, in 1914, to 5 per cent; and, in 1915, to 4 per cent, for the reasons stated above. Working results, however, for the latter half of 1915, have practically assumed their normal state; and with the daily increasing exports of foodstuffs and the probable

early completion of branches and extensions under construction, there is every reason to anticipate that the higher rates of dividend will again be in force at no very distant date.

This Company's lines, as is the case with all the other principal companies, are ballasted with stone, carrying heavy rails and rolling stock similar to that employed on the railroads of the United States, many of the Pullman and other cars having been built in this country. The Railway Law of the Republic compels every train which proceeds for a distance of more than fifty miles to attach a buffet car for the convenience of passengers. As indicating the possibilities of the stock of this Company, it will suffice to present the price range showing the highest and lowest official quotations on the London Stock Exchange for the Ordinary Stock of the Company for each of the years covering the period 1905-1914, inclusive:—

	1905	1906	1907	1908	1909
	£	£	£	£	£
Highest.....	148¾	145	129½	132	128½
Lowest.....	134⅝	122⅝	110½	119½	120⅛

	1910	1911	1912	1913	1914
	£	£	£	£	£
Highest.....	125⅞	125¾	129¾	129⅞	120½
Lowest.....	106⅞	117	120¼	109¾	102

Quotation April 6th, 1916, 79¾

The Great Southern, whose terminal is in Buenos Aires, has direct communication with the Ports of La Plata and Bahia Blanca, together with connecting lines with the Docks of Buenos Aires.

LINES WORKED UNDER AGREEMENT.  
 FOR THE TEN YEARS ENDED WITH JUNE, 1914, INCLUDING

Year	Ave. Miles Open	Ave. Gold Prem.	Coaching Traffic			Goods					Animals					Receipts from Goods and Animals	
			Passengers		Other Traffic Receipts	Wool	Hay and Grain	Stone	General and Sundries	Co. Construction Material	Total	Horses	Cattle	Sheep	Pigs	Total	£
			No.	Receipts													
1905-1906	2,506	127	9,909,203	1,084,004	471,616	109,043	2,151,528	129,280	1,413,964	130,320	3,944,143	24,587	268,845	2,400,945	42,330	4,087,707	2,341,268
1906-1907	2,529	127	13,090,664	1,241,219	521,491	111,038	2,511,752	160,248	1,705,356	402,926	4,801,320	34,509	416,469	2,410,469	54,745	3,716,189	2,491,299
1907-1908	2,613	127	15,879,030	1,342,674	552,076	108,213	2,526,518	241,743	1,759,943	173,427	4,800,844	37,078	835,468	1,054,983	54,138	4,981,667	2,547,696
1908-1909	2,716	127	16,865,200	1,378,702	591,779	124,681	2,390,315	296,579	1,635,308	201,806	4,852,379	47,879	894,033	1,583,110	64,961	5,576,983	2,670,018
1909-1910	2,770	127	18,906,505	1,478,820	692,877	97,300	1,741,840	395,532	2,235,295	112,659	4,852,536	56,645	915,025	1,931,564	68,592	4,971,826	2,720,227
1910-1911	3,044	127	22,331,112	1,600,836	633,124	108,747	2,059,578	502,432	2,005,894	112,659	5,276,651	69,778	1,205,653	2,300,349	65,773	5,741,556	2,754,320
1911-1912	3,380	127	24,069,974	1,692,942	745,211	96,308	2,351,897	435,305	2,706,783	112,659	5,703,293	60,450	1,091,582	2,353,371	47,830	6,193,023	2,965,943
1912-1913	3,544	127	27,451,719	1,968,759	877,082	87,358	3,746,645	490,174	3,533,486	112,659	7,977,683	47,056	1,252,951	2,077,765	55,849	6,562,951	3,723,504
1913-1914	3,665	127	27,591,984	1,805,758	726,263	87,744	1,790,747	799,207	2,812,855	112,659	8,490,287	42,136	1,526,123	1,842,972	80,731	6,191,682	3,932,507
1914-1915	3,763	127	23,323,756	1,548,189	712,393	77,395	2,290,167	465,704	2,157,021	112,659	4,990,287	41,135	1,552,353	1,690,890	97,013	5,361,371	2,681,045
Year	Total Receipts	Working Expenses	Profit	Working Percentage	Dividend Paid Per cent	Train Miles Run	Per Train Mile			Average Receipts					Tons of Goods, Including Live Stock per Mile of Line		
							Receipts	Expenses	Profit	Per Passenger	Ton of Goods and Live Stock	Per Mile of Line	Per Mile of Line	Per Mile of Line	No. of Passengers per Mile of Line	Tons of Goods, Including Live Stock per Mile of Line	
																	£
1905-1906	3,896,888	2,239,387	1,657,501	57.47	7.12	6,668,633	11 8 1/2	6 8 1/2	4 11 1/2	2 2	11 2 1/2	1 55 1/2	6 26 1/2	1 23 1/2	23,813	*1,623	
1906-1907	4,254,009	2,449,330	1,804,679	57.58	7.12	6,739,285	11 6	6 7 1/2	4 10 1/2	2 2	11 10 1/2	1 55 1/2	6 26 1/2	1 23 1/2	23,813	2,079	
1907-1908	4,442,376	2,474,090	1,968,286	55.69	7.12	7,745,726	11 5 1/2	6 4 1/2	5 1 1/2	1 10 1/2	11 2 1/2	1 55 1/2	6 26 1/2	1 23 1/2	23,813	2,068	
1908-1909	4,840,499	2,531,193	2,118,306	54.44	7.12	7,819,376	11 10 1/2	6 6 1/2	5 5 1/2	1 10 1/2	11 2 1/2	1 55 1/2	6 26 1/2	1 23 1/2	23,813	2,025	
1909-1910	4,601,924	2,516,752	2,085,172	54.69	7.12	7,584,268	12 1 1/2	6 6 1/2	5 6 1/2	1 10 1/2	11 2 1/2	1 55 1/2	6 26 1/2	1 23 1/2	23,813	1,883	
1910-1911	4,988,380	2,694,027	2,294,353	54.01	7.12	8,184,584	12 2 1/2	6 6 1/2	5 7 1/2	1 10 1/2	11 2 1/2	1 55 1/2	6 26 1/2	1 23 1/2	23,813	2,021	
1911-1912	5,404,096	3,016,568	2,387,528	55.83	7.12	8,301,045	12 10 1/2	6 7 1/2	5 8 1/2	1 10 1/2	11 2 1/2	1 55 1/2	6 26 1/2	1 23 1/2	23,813	1,995	
1912-1913	5,698,245	3,287,349	2,410,896	56.31	7.12	8,871,996	13 3 1/2	6 7 1/2	5 9 1/2	1 10 1/2	11 2 1/2	1 55 1/2	6 26 1/2	1 23 1/2	23,813	2,488	
1913-1914	5,464,588	3,290,063	2,164,495	58.56	5.04	9,708,336	11 3 1/2	6 7 1/2	4 8 1/2	1 3 1/2	11 2 1/2	1 55 1/2	6 26 1/2	1 23 1/2	23,813	2,747	
1914-1915	4,941,627	2,686,738	1,954,889	60.44	6.04	8,414,023	11 9	6 7 1/2	4 7 1/2	1 4 1/2	11 2 1/2	1 55 1/2	6 26 1/2	1 23 1/2	23,813	2,567	

\* Since 1st January, 1910, the Company's Construction Material has been carried at cost, the same rate as charged for the Company's Revenue Stores and Materials and the earnings from this source have been credited to the Working Departments concerned.  
 a Recommended Dividend for 1914-15 less Income Tax.

\* Public traffic only.

\* In respect of all Traffic dealt with, excluding revenue service.

## Buenos Ayres Western

---

This line traverses the west of the Province of Buenos Aires, a rich pastoral and agricultural region and, crossing the centre of the Province, joins the Bahia Blanca and the North Western Line. A scheme for the amalgamation of this Company with the Buenos Ayres Great Southern, has been agreed between the Boards of Directors of the two Companies, but owing to certain difficulties which have since occurred, the petition to the Argentine Government for its sanction has been temporarily withdrawn. This Company, jointly with the Buenos Ayres Great Southern, also holds the majority of the Ordinary Stock of the Buenos Ayres Midland Railway, whose development will greatly benefit the holding Companies.

Capital, 1904.....	\$41,876,090
Capital, 1913.....	\$112,927,677
Mileage, 1904.....	970 miles
Mileage, 1913.....	1,870 miles
Earnings, 1904.....	\$3,480,214
Earnings, 1913.....	\$6,057,477
Dividend, Ordinary Stock, 1904.....	6 per cent
Dividend, Ordinary Stock, 1913.....	7 per cent

The Annual Report, as in the case of all the other Companies, while showing little change in the ratio of working expenses of about 60 per cent, discloses a decrease in receipts from passengers and goods transported, due to the unfavorable international situation and the continued financial and commercial depression, as the result of the war. The commercial depression during the first half of the financial year ending June 30th, 1915, was very acute, but owing to the high prices reached by practically all the national products carried by this Company and which embrace the requisites of human subsistence, there was

some relief during the second half of the year. Later figures show that the earnings of the Company for the last half of 1915 marked an increase of \$805,000 over the previous half year and this ratio of increase, varying between 20 per cent and 30 per cent, is also shown by the other leading Companies for the same later period. This Company's lines serve three of the principal Ports, Buenos Aires, La Plata and Bahia Blanca. The dividend of the Company was reduced in 1914-1915 to 5 per cent. Principal freight: Live Stock and Grain.

Highest and lowest official quotations of B. A. Western Ordinary Stock on London Stock Exchange during each year of period covering 1905-1914, inclusive:

	1905	1906	1907	1908	1909
Highest.....	£ 142¾	£ 138¾	£ 129¾	£ 130⅝	£ 133
Lowest.....	127	123½	111	118	122

	1910	1911	1912	1913	1914
Highest.....	£ 131½	£ 134¾	£ 135	£ 128¾	£ 121½
Lowest.....	121	122	119⅝	109¼	103½

Quotation April 6th, 1916, 81¼



financial control, beyond that connected with the management of the roads, in the case of the British Companies operating Argentine Railways, as the stock of those companies is held by hundreds of thousands of small investors principally in Great Britain, no large blocks which might be used for the purpose of Stock Exchange manipulation being in the hands of any individual or group. The Board of Directors of the Argentine Railway Companies consists entirely of tried officials of one or more of the concern and of gentlemen who, for many years, have held permanent interests in the various undertakings.

The present Chairman of the Buenos Aires Great Southern, is Mr. David Simson, an eminent engineer, who was for some years the general manager of the Buenos Aires Western. Another Director, Mr. J. Percy Clarke, was general manager of the Great Southern; and the other Directors, including the Local Committee in Buenos Aires, have been associated with the Company for practically a generation.

The Chairman of the Board of Directors of the Buenos Aires Western, Sir Henry Bell, is also a Director of the Great Southern and has as his colleagues a body of gentlemen who have mostly been interested in Argentine Railway enterprise for the last twenty years.

The same conditions apply to the Midland Railway Company which has a working agreement with the Great Southern and Western Companies. The chairman of this Company, Mr. Frank Henderson, was formerly General Manager of the Great Southern and is a brother to Lord Farringdon, formerly Sir Alexander Henderson, the senior partner in the financial house of Greenwood & Co., and the principal figure in what is known as the River Plate House group. Another Director of the Great Southern is Mr. H. C. Allen, who, for over a quarter of a century, was the Secretary of all the affiliated companies. The Directorate of the Central Argentine is similarly composed. Its Chairman, Sir Joseph White Todd, is a veteran in

Argentine Railway circles, as are also the other Directors, Mr. Theobald and Mr. C. P. Ogilvie, both of whom were connected with the Ensenada Company; Mr. Darbyshire, an old Director of the Entre Rios; Colonel Murray; and Sir Archibald Williamson, of Balfour, Williamson & Co.

The Chairman of the Pacific and its associated lines is Lord St. Davids who, as Mr. J. W. Philipps, M. P., has been the controlling factor in these concerns, practically, from their inception, his colleagues of the Boards having also been connected with them during the greater part of the period referred to.

These Directors do not engage in any form of speculation in the stock of the Companies, but devote their services exclusively to the welfare of the undertakings. The conditions are similar in the other English Companies such as the Córdoba Central and the Entre Rios, Mr. Follett Holt, the Chairman of the Board of Directors of the one and a member of the Board of the other, having been for several years the General Manager, in Argentina, of the Entre Rios Railways. Some of the Railroads in Brazil and Uruguay are also directed by this group.

## SUMMARY OF OPERATIONS

Before dealing with the individual positions of the various companies, it will be of general interest, as showing the progress of Argentine Railway enterprise, to present a summarized statement of the total mileage, capital, earnings, number of passengers carried and quantity of cargo transported during the first and last years of the decade embracing the period 1904-1913; and although the comparative results here given relate principally to the particular period under review, they may be regarded as a reflex of the general situation of nearly all of the companies from the early days of their operations. In almost every

important direction there has also been a yearly record of progress. The following are the figures:—

Total Mileage, 1904 .....	12,400 miles
Total Mileage, 1913.....	20,108 miles
Total Capital, 1904.....	\$588,108,883
Total Capital, 1913.....	\$1,128,586,131
Total Earnings, 1904.....	\$29,342,085
Total Earnings, 1913.....	\$52,057,006
Number of Passengers carried, 1904....	23,312,987
Number of Passengers carried, 1913....	81,242,468
Cargo Transported, 1904.....	20,123,575 tons
Cargo Transported, 1913.....	41,477,911 tons

## THE BUENOS AYRES GREAT SOUTHERN

---

This Company, which operates a length of line of nearly four thousand miles and has a total capital of, approximately, \$265,000,000, owns a number of lines consisting of main ways and branches embracing the largest producing centres in the Province of Buenos Aires (The Queen Province) which control the important traffic of the south coast and the Ports of Buenos Aires, La Plata, Mar del Plata and Necochea. They also serve part of the Territories of the Pampa, Rio Negro and Neuquen; and the Company works its own line of steamers for the transport of coal through the various ports situated within its zone of operations. Tariffs, as in all other cases, are fixed on a gold basis, the Government having the right to intervene in their regulation whenever the net profits exceed ten per cent per annum. This Company has upwards of 100,000 stockholders registered on its books. The comparative results of the Company's operations for the respective years 1904 and 1913 are as follow:—

Capital, 1904.....	\$136,345.967
Capital, 1913.....	\$234,935.591
Mileage, 1904.....	2,500 miles
Mileage, 1913.....	3,664 miles
Earnings, 1904.....	\$7,259,976
Earnings, 1913.....	\$18,421,394
Dividend, Ordinary Stock, 1904.....	6 per cent
Dividend, Ordinary Stock, 1913.....	7 per cent

According to the Annual Report, for the year ending June 30th, 1915, it would appear that exceptional circumstances combined to produce a diminution of nearly fourteen per cent in the net receipts of 1914-1915, as compared with 1913-1914, the latter year having also shown extremely unfavorable results by comparison with corresponding periods of previous dates.

The drop in traffic receipts was common to both passengers and goods, reaching 14 per cent in the former and 11 per cent in the latter. These conditions are entirely abnormal and owe their existence to the fact that the previous financial year opened under the deepest of trade depressions and was followed by the outbreak of war. As to the prospects of the future, the position of the Company is reflected in the fact that its lines serve regions specially adapted to the production of grain, cattle and wool, which must ever remain of primary necessity everywhere.

During the latter part of 1914, and for the first three months of 1915, the Company's operations were seriously impeded by the effects of heavy floods in the valley of the Rio Colorado, but these difficulties have now been entirely overcome. Since 1913, the dividend of 7 per cent, which was also paid in previous years, became reduced, in 1914, to 5 per cent; and, in 1915, to 4 per cent, for the reasons stated above. Working results, however, for the latter half of 1915, have practically assumed their normal state; and with the daily increasing exports of foodstuffs and the probable

early completion of branches and extensions under construction, there is every reason to anticipate that the higher rates of dividend will again be in force at no very distant date.

This Company's lines, as is the case with all the other principal companies, are ballasted with stone, carrying heavy rails and rolling stock similar to that employed on the railroads of the United States, many of the Pullman and other cars having been built in this country. The Railway Law of the Republic compels every train which proceeds for a distance of more than fifty miles to attach a buffet car for the convenience of passengers. As indicating the possibilities of the stock of this Company, it will suffice to present the price range showing the highest and lowest official quotations on the London Stock Exchange for the Ordinary Stock of the Company for each of the years covering the period 1905-1914, inclusive:—

	1905	1906	1907	1908	1909
	£	£	£	£	£
Highest.....	148 $\frac{3}{4}$	145	129 $\frac{1}{2}$	132	128 $\frac{1}{2}$
Lowest.....	134 $\frac{5}{8}$	122 $\frac{3}{8}$	110 $\frac{1}{2}$	119 $\frac{1}{2}$	120 $\frac{1}{8}$

	1910	1911	1912	1913	1914
	£	£	£	£	£
Highest.....	125 $\frac{7}{8}$	125 $\frac{3}{4}$	129 $\frac{3}{4}$	129 $\frac{1}{8}$	120 $\frac{1}{2}$
Lowest.....	106 $\frac{7}{8}$	117	120 $\frac{1}{4}$	109 $\frac{3}{4}$	102

Quotation April 6th, 1916, 79 $\frac{3}{4}$

The Great Southern, whose terminal is in Buenos Aires, has direct communication with the Ports of La Plata and Bahia Blanca, together with connecting lines with the Docks of Buenos Aires.

LINE WORKED UNDER AGREEMENT.

Year	Ave. Miles Open	Coaching Traffic				Goods				Animals				Receipts from Goods and Animals			
		Passengers		Other Traffic Receipts	Wool	Hay and Grain	Stone	General and Subsidies	Co-Construction Material	Total	Horses	Cattle	Sheep		Pigs	Total	
		No.	£														
1905-1906	2,506	127	9,999,203	1,084,004	471,616	109,042	2,161,528	139,289	1,413,664	130,320	3,944,143	34,587	268,845	3,640,945	43,230	4,087,707	2,341,268
1906-1907	2,529	127	13,079,664	1,241,219	521,491	111,038	2,511,752	160,248	1,705,356	462,925	4,891,230	34,509	416,466	3,210,469	54,745	3,716,189	2,491,229
1907-1908	2,613	127	15,879,030	1,342,674	583,076	108,213	2,626,318	241,743	1,769,943	173,427	4,890,944	37,078	883,468	4,054,953	54,138	4,181,667	2,547,626
1908-1909	2,716	127	18,866,200	1,378,702	691,779	124,981	2,290,318	296,879	1,988,308	201,896	4,882,379	44,879	884,053	4,583,110	64,961	4,648,071	2,670,018
1909-1910	2,770	127	18,908,505	1,478,830	692,877	97,300	1,741,840	396,552	2,235,296	112,659	4,582,336	65,643	916,025	3,931,594	68,592	4,000,187	2,520,227
1910-1911	3,044	127	22,231,112	1,600,936	633,124	108,747	2,069,578	502,432	2,605,894	†	5,276,631	60,778	1,305,663	5,309,342	65,773	5,372,115	2,754,320
1911-1912	3,380	127	24,069,974	1,692,942	745,211	96,308	2,651,897	438,305	2,706,753	†	5,793,293	80,450	1,061,382	5,033,371	47,830	5,181,203	2,965,943
1912-1913	3,544	127	27,454,719	1,968,759	877,082	87,338	3,746,645	810,174	3,333,486	†	7,397,653	47,056	1,232,251	5,207,795	55,849	5,363,644	3,232,504
1913-1914	3,655	127	37,591,994	1,805,758	726,253	87,744	1,790,747	789,507	2,812,855	†	5,490,553	42,136	1,626,123	4,542,572	80,731	4,619,303	2,932,567
1914-1915	3,763	127	23,323,756	1,548,189	712,393	77,395	2,290,167	465,704	2,157,021	†	4,990,287	61,135	1,552,333	3,650,390	97,013	3,747,403	2,081,045

Year	Total Receipts	Work- ing Ex- penses	Profit	Work- ing Per- cent- age	Divi- dend Paid Per cent	Train Miles Run	Per Train Mile			Average Receipts			No. of Passen- gers per Mile of Line	Tons of Goods, Includ- ing Live Stock per Mile of Line		
							Receipts	Expenses	Profit	Per Passenger	Ton of Goods and Live Stock	Per Mile of Line			Per Mile of Line	Per Mile of Line
							£	d.	¢	£	d.	¢			£	d.
1905-1906	3,896,888	2,239,387	1,657,501	57.47	7	6,608,633	11 8½	6 8½	4 11½	2 2	11 2½	1,555 0	43.912	1,623		
1906-1907	4,294,009	2,449,330	1,844,679	57.58	7	7,398,285	11 10½	6 4½	4 10½	2 2	89 5½	1,682 2	55.180	82,079		
1907-1908	4,442,376	2,474,090	1,968,286	55.69	7	7,745,726	11 5½	6 4½	5 10½	2 2	89 5½	1,700 2	58.017	82,078		
1908-1909	4,669,499	2,531,193	2,138,306	54.44	7	7,819,376	11 10½	6 5½	5 10½	2 2	89 5½	1,711 7	58.017	82,025		
1909-1910	4,601,924	2,516,752	2,085,172	54.69	7	7,884,208	12 1½	6 7½	5 6	2 2	89 5½	1,661 6	58.017	81,883		
1910-1911	4,988,380	2,694,027	2,294,353	54.01	7	8,184,884	12 2½	6 7½	5 6	2 2	89 5½	1,638 15	58.017	82,021		
1911-1912	5,404,096	3,016,508	2,387,228	55.83	7	8,391,045	12 10½	7 2½	5 6	2 2	89 5½	1,598 16	58.017	81,935		
1912-1913	6,569,345	3,698,996	2,870,349	56.31	7	8,874,898	13 3½	7 6	5 6	2 2	89 5½	1,583 13	58.017	82,488		
1913-1914	5,464,688	3,200,063	2,264,625	56.96	6	8,708,336	11 9	7 1	4 8	2 2	89 5½	1,495 2	57.549	81,766		
1914-1915	4,941,627	2,986,738	1,954,889	60.44	6	8,414,022	11 9	7 1½	4 7½	2 2	89 5½	1,313 4	56.198	81,567		

† Since 1st January, 1910, the Company's Construction Material has been carried at cost, the same rate as charged for the Company's Revenue Stores and Materials and the earnings from this source have been credited to the Working Department concerned.  
 a Recommended Dividend for 1914-15 less Income Tax.  
 \* Public traffic only.  
 ‡ In respect of all Traffic dealt with, excluding revenue service.

## Buenos Ayres Western

---

This line traverses the west of the Province of Buenos Aires, a rich pastoral and agricultural region and, crossing the centre of the Province, joins the Bahia Blanca and the North Western Line. A scheme for the amalgamation of this Company with the Buenos Ayres Great Southern, has been agreed between the Boards of Directors of the two Companies, but owing to certain difficulties which have since occurred, the petition to the Argentine Government for its sanction has been temporarily withdrawn. This Company, jointly with the Buenos Ayres Great Southern, also holds the majority of the Ordinary Stock of the Buenos Ayres Midland Railway, whose development will greatly benefit the holding Companies.

Capital, 1904.....	\$41,876,090
Capital, 1913.....	\$112,927,677
Mileage, 1904.....	970 miles
Mileage, 1913.....	1,870 miles
Earnings, 1904.....	\$3,480,214
Earnings, 1913.....	\$6,057,477
Dividend, Ordinary Stock, 1904.....	6 per cent
Dividend, Ordinary Stock, 1913.....	7 per cent

The Annual Report, as in the case of all the other Companies, while showing little change in the ratio of working expenses of about 60 per cent, discloses a decrease in receipts from passengers and goods transported, due to the unfavorable international situation and the continued financial and commercial depression, as the result of the war. The commercial depression during the first half of the financial year ending June 30th, 1915, was very acute, but owing to the high prices reached by practically all the national products carried by this Company and which embrace the requisites of human subsistence, there was

relief during the second half of the year. Later figures that the earnings of the Company for the last half 15 marked an increase of \$805,000 over the previous year and this ratio of increase, varying between 20 per cent and 30 per cent, is also shown by the other leading companies for the same later period. This Company's lines three of the principal Ports, Buenos Aires, La Plata Bahia Blanca. The dividend of the Company was reduced in 1914-1915 to 5 per cent. Principal freight: Live : and Grain.

highest and lowest official quotations of B. A. Western Railway Stock on London Stock Exchange during each of period covering 1905-1914, inclusive:

	1905	1906	1907	1908	1909
t.....	£ 142¾	£ 138¾	£ 129¾	£ 130⅝	£ 133
.....	127	123½	111	118	122

	1910	1911	1912	1913	1914
t.....	£ 131½	£ 134¾	£ 135	£ 128¾	£ 121½
.....	121	122	119⅜	109¼	103½

Quotation April 6th, 1916, 81¼



OFFICIAL ANALYSIS OF RESULTS OF B. A. WESTERN WORKING FOR THE TEN YEARS ENDED 30TH JUNE 1915.

Year	Miles Open	Ave. Gold Prem.	Coaching Traffic				Goods						Animals					Total Receipts from Goods and Animals
			Passengers		Receipts from Log-Poles, Pares, &c. Telegs. &c.	Wool	Hay	Maize and Oats	Wheat, Linseed and Barley	General and Other Goods	Co.'s and Extension Material	Total	Horses	Cattle	Sheep	Pigs	Total	
			No.	Repte.														
1905-1906	966	127	3,604,321	402,839	133,639	27,781	96,138	418,261	779,891	523,289	123,453	1,967,853	15,103	560,763	4,853,652	61,737	5,481,255	1,243,904
1906-1907	1,111	127	4,873,701	470,497	157,374	26,004	95,945	578,907	932,371	599,251	127,304	2,359,982	16,705	723,628	4,373,303	69,440	5,132,470	1,367,894
1907-1908	1,219	127	6,012,350	520,077	172,917	33,811	106,908	583,176	1,032,194	705,965	110,823	2,668,877	19,837	1,103,067	4,531,883	80,852	5,735,620	1,512,243
1908-1909	1,305	127	7,480,329	559,238	191,786	31,206	144,657	593,654	817,968	752,428	153,674	3,523,187	21,811	1,217,472	5,001,549	92,163	6,553,080	1,945,836
1909-1910	1,365	127	7,480,301	603,396	221,077	23,264	167,803	528,065	706,161	808,620	.....	2,233,913	32,478	1,412,208	4,246,537	109,501	5,801,024	1,476,036
1910-1911	1,586	127	9,072,163	663,673	242,560	20,678	179,212	446,113	1,107,645	822,578	.....	2,575,226	33,990	1,919,567	6,047,723	112,807	5,114,170	1,757,863
1911-1912	1,589	127	9,572,758	670,640	243,756	15,448	160,558	414,932	772,691	784,351	.....	2,145,010	27,693	1,955,387	5,013,814	83,562	7,408,068	1,511,286
1912-1913	1,781	127	11,462,842	744,222	276,235	11,708	144,396	993,825	942,658	803,428	.....	2,895,015	26,813	1,746,351	5,483,544	89,137	7,345,545	1,885,561
1913-1914	1,913	127	11,955,694	694,937	287,728	11,359	156,102	950,620	718,227	699,008	.....	2,173,316	21,141	1,832,345	5,134,277	125,566	7,113,529	1,946,513
1914-1915	1,915	127	8,850,106	616,023	596,671	13,503	162,507	487,632	836,174	691,166	.....	3,089,976	43,460	2,060,963	4,730,350	194,794	7,018,397	1,640,988

Year	Gross Receipts	Working Expenses	Profit	Working Percentage	Available for Dividend	Dividend Paid		Train Miles Run	Per Train Mile		Average Receipts					No. of Passengers	Tons of Goods per Mile of Line		
						Ordinary Stock	Tax		Receipts	Expenses	Profit	Per Passenger	Per Ton of Goods	Per Mile of Line	Per Week				
1905-1906	1,780,462	940,553	839,009	52.83	739,896	75%	3,025,884	11 9	3 0 1/2	3 0 1/2	3 0 1/2	2 2 1/4	3 1 1/2	1 8 3/4	3 7	35 8 11	3,824		
1906-1907	1,995,765	1,122,578	873,187	56.25	771,484	75%	3,478,266	11 5 1/2	3 0 1/2	3 0 1/2	3 0 1/2	1 11 1/2	10 5 1/2	1 7 3/4	7 4 1/2	34 10 11	4,387		
1907-1908	2,205,237	1,214,569	990,668	55.08	881,250	75%	3,518,508	11 0 1/2	3 0 1/2	3 0 1/2	3 0 1/2	1 13 1/2	10 4 1/2	1 5 3/4	1 1	34 15 9	4,932		
1908-1909	2,296,830	1,269,613	1,027,217	55.28	886,697	75%	3,793,132	12 1 1/2	3 0 1/2	3 0 1/2	3 0 1/2	1 13 1/2	10 5 1/2	1 5 3/4	0 11	33 16 11	5,037		
1909-1910	2,300,310	1,300,317	1,000,193	56.52	845,874	75%	3,970,091	12 1 1/2	3 0 1/2	3 0 1/2	3 0 1/2	1 13 1/2	10 5 1/2	1 5 3/4	7 1	32 8 3	5,457		
1910-1911	2,634,186	1,392,318	1,241,868	52.86	1,029,563	75%	4,065,074	12 1 1/2	3 0 1/2	3 0 1/2	3 0 1/2	1 13 1/2	10 5 1/2	1 5 3/4	0	31 18 10	5,720		
1911-1912	2,425,682	1,339,517	1,086,165	56.22	807,196	75%	3,986,185	12 2 1/2	3 0 1/2	3 0 1/2	3 0 1/2	1 13 1/2	10 5 1/2	1 5 3/4	2 8	28 2 4	5,770		
1912-1913	2,906,008	1,659,515	1,246,493	57.11	920,639	75%	4,570,639	12 8 1/2	3 0 1/2	3 0 1/2	3 0 1/2	1 13 1/2	10 5 1/2	1 5 3/4	5	31 7 7	6,436		
1913-1914	2,529,178	1,487,752	1,041,426	56.82	717,831	75%	4,330,923	11 8 1/2	3 0 1/2	3 0 1/2	3 0 1/2	1 13 1/2	10 5 1/2	1 5 3/4	7 5	27 2 10	6,672		
1914-1915	2,588,688	1,606,234	1,017,508	59.67	695,469	85%	4,159,654	12 8 1/2	3 0 1/2	3 0 1/2	3 0 1/2	1 13 1/2	10 5 1/2	1 5 3/4	3 11	25 19 8	4,730		

\*—Less Income Tax.

A—Recommended dividend for 1914-1915.

## BUENOS AYRES & PACIFIC

---

This Company, which also has its terminal in Buenos Aires, operates 3,535 miles of road, including the lines under working arrangements with other companies which combine to serve two of the principal Ports. Its main sources of income are derived from the Bahia Blanca division; the through traffic carried on duplicated lines between Buenos Aires and Chacabuco, the International Service with Chile through the Province of Mendoza, which has now commenced to export its wines; and through the Transandine lines. The Annual Report for the year ending June 30th, 1915, showed a decrease in the profits amounting to \$429,760. Since that date to the 31st of December, 1915, the Company's earnings show an increase of \$1,520,000.

The position of this Company may be best described by the statement of the President, Lord St. Davids, at the Annual Meeting of the Stockholders of the Company held in London on November 17th, 1915. He referred at length to the causes of the unfavorable results of the operations of the Company for the past two financial years and spoke with considerable hopefulness of an early amelioration of prevailing conditions. He stated that the financial situation of the Company was good, and that with the increased receipts from income since the close of the financial year and the expenditure of \$1,750,000 out of capital, the Company had been able to complete the most important of its extensions and duplications of lines, and to repair the damage created by the floods. He said that no new branches or extensions have been applied for and the directors in applying to the Argentine Congress for further time to complete other branches partly constructed had been met with every consideration by the authorities. Lord St. Davids added that, in these circumstances, even though the war might continue for another three years, the Company would not be compelled to make further issues of capital.

This Company principally carries wheat, and other agri-

cultural products, cattle, and an increasing quantity of wine exported from Mendoza to the capital and other points of the Republic. No dividend was paid on the Ordinary Stock for 1914-15.

Capital, 1904..... \$47,179,279

Capital, 1913.....\$113,355,118

Mileage, 1904.....1,274 miles

Mileage, 1913.....2,529 miles

Earnings, 1904.....\$2,157,358

Earnings, 1913.....\$6,592,023

\* Dividend, Ordinary Stock, 1904..... ———

Dividend, Ordinary Stock, 1913.....3 per cent

Highest and lowest official quotations of B. A. & Pacific Ordinary Stock on London Stock Exchange during each year of period covering 1905-1914, inclusive:

	1905	1906	1907	1908	1909
	£	£	£	£	£
Highest.....	143¼	136¼	125¾	124¼	115¼
Lowest.....	117	119¾	104½	108⅞	85

	1910	1911	1912	1913	1914
	£	£	£	£	£
Highest.....	95¾	101	100⅞	92⅞	75
Lowest.....	85⅞	90⅞	84⅞	64½	51½

Quotation April 6th, 1916, 45¾

\* In 1904, the Capital Stock consisted in great part of First and Second Preference Shares.

## THE CENTRAL ARGENTINE

---

The Central Argentine Co. has a total length of line, actually in operation, of 3,307 miles crossing the northern portion of the Province of Buenos Aires, traversing the largest producing centres of the Provinces of Santa Fé and Córdoba and connecting up with the main Ports and important districts of the Republic.

The capitalization reaches, approximately, \$290,000,000, divided into Ordinary, Deferred, Preference and Debenture Stock. The gross receipts for the year ending June 30th, 1915, showed a decrease of 5 per cent. over the corresponding period which preceded it. In the latter half of the financial year, conditions improved considerably owing to the European demand for the products of the country; and from the first of July, 1915, to the date of the Annual Meeting, October 28th, 1915, there was an increase of \$1,237,500 over the same period of the previous year.

Capital, 1904.....	\$130,415,552
Capital, 1913.....	\$210,146,081
Mileage, 1904.....	2,395 miles
Mileage, 1913.....	3,190 miles
Earnings, 1904.....	\$8,160,265
Earnings, 1913.....	\$13,599,228
Dividend, Ordinary Stock, 1904.....	3½ per cent
Dividend, Ordinary Stock, 1913.....	6 per cent

For 1914-15, the dividend was 5 per cent.

This Company, like those previously referred to, has a broad gauge line and carries cattle, wheat, linseed and corn which during the coming harvest, according to present calculations, will surpass in considerable percentage the yield of previous years.

For 1914-15, the dividend was 5%.

Highest and lowest official quotations of Central Argentine Ordinary Stock on London Stock Exchange during each year of period covering 1905-1914, inclusive:

	1905	1906	1907	1908	1909
Highest.....	£ 116¼	£ 120¾	£ 114¼	£ 114¼	£ 110¾
Lowest.....	101½	111	91¾	102½	97½

---

	1910	1911	1912	1913	1914
Highest.....	£ 109½	£ 110¾	£ 111⅝	£ 112⅝	£ 107¾
Lowest.....	96¾	104⅞	103	100¼	92

Quotation April 6th, 1916, 79¾

## THE CÓRDOBA CENTRAL

This Company, which some time ago acquired the undertakings of the Córdoba & Rosario Railway Company, and the Córdoba Central Buenos Aires Extension Railway, Ltd., has since entered into an agreement with the Argentine Railway Company, under which the latter took charge of the management and control of the Córdoba Central System as from January 1st, 1913. Under this agreement, the Argentine Railway Company undertook to give to the Córdoba Central, such additional traffic as will amount in net value during the three and one-half years from January 1st, 1913, to June 30th, 1916, to a minimum at the rate of \$625,000, per annum, with annual increments to June 30th, 1924, and thereafter during the continuance of the agreement to a minimum of \$1,100,000 per annum.

If the net value of this guaranteed traffic should in any year be less than the minimum amount prescribed for that year, the deficiency is to be made good in cash by the Argentine Railway Company. The authorized capital of the company at June 30th, 1913, was \$115,000,000, and at



**Grand Hall, looking towards Station Entrance. Central Argentine Terminal, Buenos Aires.**



**End of Train Shed, showing Signals. Central Argentine Terminal, Buenos Aires.**

\_\_\_\_\_

[illegible]

**Diagram showing principal heads of Traffic and the Seasons when carried.**



the same date the General Reserve account showed a credit balance of nearly \$1,000,000. The capital is largely divided up into First and Second Preference Stock and First and Second Debenture Stock, a portion of the Ordinary Income Stock not ranking for interest until July, 1917. The concession for this line was originally granted by the Provincial Government of Córdoba for a narrow gauge railway from the City of Córdoba to join the Western and Central Colonies Railway of Santa Fé (128½ miles), but by subsequent amalgamations and reorganizations with extensions to the City of Buenos Aires, the Córdoba Central Company, at June 30th, 1914, possessed a mileage of 2,117 miles.

Under the working arrangement with the Argentine Railway Company and the joining up of connections with the Entre Rios, North Eastern, and Paraguay Railway Systems, the future of the Company is assured beyond doubt. By the combination effected, the Company has excellent port facilities and has its terminal at Buenos Aires. The freight tonnage of the line is divided up between cereals, lumber and general merchandise. The Company owns a handsome pile of buildings, part of which are used as general railway offices, in the heart of the city of Buenos Aires.

Highest and lowest official quotations of Córdoba Central Ordinary Income Stock on London Stock Exchange during 1912, 1913, and 1914:

	1912	1913	1914
	£	£	£
Highest.....	56½	54½	49½
Lowest.....	56½	39½	35

Quotation April 6th, 1916, 12.

## ENTRE RIOS RAILWAYS

The length of the line worked by this Company is 1,091 miles, consisting of main line and branches connecting

with the East and North East Argentine Railways which are of the same gauge. The Company also has arrangements for running into Buenos Aires and has a combination with special direct steamers between Buenos Aires and Concepción del Uruguay. The Company holds a substantial stock interest in the Argentine North Eastern Company, geographically, a natural feeder to the Entre Rios Railways and also holds a considerable amount of stock in the Argentine Railway Company, to which, like the Córdoba Central, it has transferred its working and control in order to obtain the benefits of unified management and to give increased facilities to the northern districts of Argentina.

For some years, the company's earnings did not permit of the payment of interest on any other issue than the Debenture and First Preference Stock, but since 1912, when the dividend on the 4 per cent Second Preference Stock had been paid in full for the third year, the First Preference Stock regained cumulative dividend rights. No dividend has so far been paid on the Ordinary Stock or Shares, which constitute about 25 per cent of the entire capitalization. The Balance Sheet for the year ended June 30th, 1913, shows gross receipts for the year of \$3,550,000, and net receipts \$1,326,500. The Province of Entre Rios is entirely an agricultural area and contains the Hirsch Colonies which add considerably to its production of cereals.

	1905	1906	1907	1908	1909
Highest.....	£ 45½	£ 47¾	£ 45½	£ 50¼	£ 49½
Lowest.....	22½	29	35	37½	38½

  

	1910	1911	1912	1913	1914
Highest.....	£ 45¾	£ 78¾	£ 90½	£ 78¾	£ 56¼
Lowest.....	40¾	44	72½	54	42¼

Present Quotation, 26

For highest and lowest official quotations of Entre Rios Ordinary Stock on London Stock Exchange during each year of period covering 1905-1914, inclusive, see table on page 35.

### OTHER LINES

In addition to the State-owned lines, there are several other English Companies such as the Argentine Great Western, Argentine Transandine, the Villa Maria and the Bahia Blanca and North Western, all controlled by the Buenos Aires & Pacific; the Buenos Aires Ensenada and Buenos Aires Midland, respectively controlled by the Great Southern and by the Great Southern and Western jointly; and the Argentine Railway Company, which controls the Argentine North Eastern, the Entre Rios and Central Córdoba group. The Argentine Railway Company was a creation of the Farquhar Syndicate and is incorporated under the laws of Maine, U. S. A. It has a total capital of about \$90,000,000, which is distributed chiefly amongst French, German, Belgian and American capitalists. None of these Companies possesses any market interest at the present time.

---

In all cases where English money has been given in dollars, the conversion has been made at the globular rate of \$5.00 to the pound sterling.

New York, April, 1916.





—



